Airworthiness Directive

AD No.: 2017-0230R1

Issued: 24 November 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
CFM INTERNATIONAL S.A.

Type/Model designation(s):
LEAP-1A engines

Effective Date: 05 December 2017 [same as original issue]

TCDS Number(s): EASA.E.110

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2017-0230 dated 21 November 2017.

ATA 72 – Engine – High Pressure Turbine Rotor Stage 2 Disk – Replacement

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Manufacturer(s):
Safran Aircraft Engines, formerly SNECMA (France); General Electric Aircraft Engines (United States)

Applicability:
LEAP-1A23, LEAP-1A24, LEAP-1A24E1, LEAP-1A26, LEAP-1A26E1, LEAP-1A30, LEAP-1A32, LEAP-1A33, LEAP-1A33B2 and LEAP-1A35A engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus A320-251N, A321-251N and A321-253N aeroplanes.

Reason:
It was identified that a batch of high pressure turbine (HPT) rotor stage 2 disks are possibly affected by a forging process deficiency during manufacture. This may have caused undetected defects in the disk bore, resulting in a lower life capability.

This condition, if not corrected, may lead to failure of the HPT rotor stage 2 disk with uncontained debris release, possibly resulting in damage to the engine and to the aeroplane.

To address this potential unsafe condition, CFM International (CFM) issued Service Bulletin (SB) LEAP-1A-72-00-0167-01A-930A-D, hereafter referred to as 'the SB' in this AD, listing the affected

HPT rotor stage 2 disks by serial number (s/n), and providing instructions to remove, inspect, and replace those HPT rotor stage 2 disks with serviceable parts.

For the reason described above, this AD requires replacement of the affected parts, and prohibits (re)installation of affected parts on any engine.

This AD is revised to correct the number and issue date of the SB, and adding Note 3, prompted by operator inquiry.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: HPT rotor stage 2 disks having Part Number (P/N) 2466M52G03 and s/n as identified in Table 1 of the SB are hereafter referred to as 'affected part' in this AD.

Note 2: For the purpose of this AD, a serviceable part is a disk P/N 2466M52G03 with s/n not identified in Table 1 of the SB, or a disk not having P/N 2466M52G03. The cycles specified in this AD are those accumulated by a disk since its first installation on an engine.

Replacement:

(1) Before an affected part exceeds 1 200 cycles, replace it with a serviceable part (see Note 2 of this AD) in accordance with the instructions of the SB.

Parts Installation:

(2) From the effective date of this AD, an affected part (see Note 1 of this AD) can be re-installed following its removal only if it has been successfully inspected, repaired, and re-identified in accordance with the accomplishment instructions of the SB.

Note 3: For the purpose of recording AD compliance, it is acceptable to shorten the reference to the SB as "LEAP-1A 72-0167 Issue 001".

Ref. Publications:

CFM International S. A. SB LEAP-1A-72-00-0167-01A-930A-D Issue 001 dated 28 September 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 13 October 2017 as PAD 17-145 for consultation until 10 November 2017. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact:

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   or
   CFM Inc. Aviation Operations Centre, Telephone: +1 513-552-3272, or +1 877-432-3272, Fax: +1 877-432-3329, E-mail: geae.aoc@ge.com, or aviation.fleetsupport@ge.com.